

Amendments to the Claims

The current listing of the claims replaces all previous amendments and listings of the claims.

1. (Currently Amended) Method of controlling a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, the method comprising:

adjusting control surfaces on said wings and said tail unit; and

rotating ~~a respective portion of a respective aerodynamic component~~ a pivotable member connected to a fixed member through a hinge member, the pivotable member and the fixed member extending from the hinge member only in a same direction, and the fixed member connected to ~~a respective~~ an outboard wingtip of each one of said two wings to increase a drag without influencing a lift.

2.-4. (Canceled)

5. (Currently Amended) The method according to claim [[4]] 1, wherein the pivotable member comprises a delta shape.

6. (Currently Amended) The method according to claim [[4]] 1, wherein said rotating comprises rotating the pivotable member about an axis of the hinge member that is perpendicular to a major plane of said one of said two wings.

7. (Currently Amended) The method according to claim [[4]] 1, wherein said rotating comprises rotating the pivotable member at least one of inwardly and outwardly.

8. (Currently Amended) The method according to claim [[4]] 1, wherein said rotating comprises rotating the pivotable member both of inwardly and outwardly.

9. (Currently Amended) Method of steepening a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, the method comprising:

adjusting control surfaces on said wings and said tail unit; and
rotating on each of the wings a respective portion of a respective aerodynamic component pivotal member connected to a fixed member through a hinge member, the pivotal members and the fixed members extending from the hinge members only in a same direction, and each of the fixed members connected to an outboard wingtip of each a different one of said two wings to increase a drag without influencing a lift.

10.-12. (Canceled)

13. (Currently Amended) Method of controlling a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, each of said wings including a respective aerodynamic component having a main portion and a control portion, and the control portion including a fixed member connected to a pivotal member through a pivot, the fixed member and the pivotal member extending from the pivot only in a same direction, the method comprising:

adjusting control surfaces on said wings and said tail unit; and
rotating at least one of the pivotal member members to increase a drag without influencing a lift.

14. (Currently Amended) The method according to claim 13, wherein said rotating comprises rotating the at least one of the pivotal member members about an axis of the pivot that is perpendicular to a major plane of one of said wings.

15. (Currently Amended) The method according to claim 14, wherein said rotating comprises rotating the at least one of the pivotal member members in at least one of inwardly and outwardly.

16. (Currently Amended) The method according to claim 15, wherein said rotating comprises rotating the at least one of the pivotable ~~member~~ members both inwardly and outwardly.

17. (Currently Amended) The method according to claim [[1]] 13, wherein said rotating is ~~performed on the respective portions of the respective aerodynamic components on both of said wings~~ comprises rotating the pivotable members in a manner synchronized with one another.

18. (Currently Amended) The method according to claim [[1]] 13, wherein said rotating is ~~performed on the respective portions of the respective aerodynamic components on both of said wings~~ comprises rotating the pivotable members in a manner symmetrical with one another.

19. (Currently Amended) The method according to claim [[1]] 13, wherein said rotating is ~~performed independently for the respective portions of the respective aerodynamic components on said two wings~~ comprises rotating the pivotable members independent of one another.

20. (Currently Amended) The method according to claim [[1]] 13, wherein said rotating is ~~performed independently~~ comprises rotating the pivotable members independent of said adjusting of said control surfaces.

21. (New) The method according to claim 1, wherein said rotating comprises rotating the pivotable member relative to the fixed member, the pivotable and fixed members extending from the hinge member in a rearward direction of the aircraft.

22. (New) The method according to claim 1, wherein said rotating comprises rotating a surface of the pivotable member disposed adjacent the fixed member to a position away from the fixed member to increase the drag of the aircraft without substantially changing the lift of the aircraft.

23. (New) The method according to claim 9, wherein said rotating comprises rotating the pivotable member relative to the fixed member, the pivotable and fixed members extending from the hinge member in a rearward direction of the aircraft.

24. (New) The method according to claim 9, wherein said rotating comprises rotating a surface of the pivotable member disposed adjacent the fixed member to a position away from the fixed member to increase the drag of the aircraft without substantially changing the lift of the aircraft.